

Why buy an automobile when you can go right out and get one in the Herald's big contest?

POOR

Pinchot. No government seems to want him around.

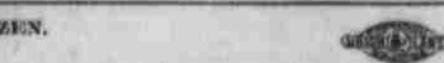
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JACK

Curley knows who put the gold in Jack Johnson's golden smile.

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ALBUQUERQUE, N. M., TUESDAY, APRIL 6, 1915.

AUSTRO-GERMAN FORCES IN FULL RETREAT IN CARPATHIANS IS SEMI-OFFICIAL REPORT

Today's War Summary

Paris, April 6, 10:15 a. m.—Another daring exploit has been added to the long list of those successfully carried out by Adolphe Pegoud, the famous French aviator, who is reported to have attacked and brought down a German Taube near Sainte Menouze while he was on patrol Duty April 2.

The report of the incident says that when Pegoud saw the German approaching he flew rapidly toward the hostile aircraft and sent it to the earth with a few shots. Pegoud then landed outside the Taube and took prisoner the German pilot and observer, neither of whom was injured.

An attack which the German military chiefs regard as the opening of a new phase of the western campaign has been initiated by the French in the section of the front between the Meuse and the Moselle. The official statement from Berlin today says that the French employed strong forces with a large amount of artillery in making assaults at several points yesterday. The fighting was particularly spirited in the neighborhood of Verdun and Pont-a-Mousson. Berlin expects a continuation of these attacks.

So far as is shown by the German statement, little was accomplished by these assaults, although it is admitted that in one section the French gained a temporary foothold. The official statement from Paris gives few details of the fighting, beyond the claim that in two places advances were made.

On the eastern front there has been further fighting near the Russian border. The German war office says that Russian attacks were repulsed.

Germany's new and powerful submarines are striking effectively at British shipping and today's dispatches report the sinking of two more vessels. The British steamer Northlands and the trawler Agatha were torpedoed near the English coast. The crews were rescued.

The torpedoing of the Italian steamer Lutti Paresi, reported last night, is believed in Genoa to have occurred off the coast of Spain, indicating a considerably increased range of operations for the large submarine such as Germany is now using. Another Italian steamer, the Pina, is overdue at Cardiff by about a month and it is feared she has been torpedoed.

It is reported unofficially from Dunkirk that a German submarine has been caught near Dover.

Military preparations are being pushed in Italy with increasing vigor. A Rome dispatch says negotiations are being continued with Austria and there still is hope of a settlement by diplomatic means.

Reports of a decisive Russian victory in the Carpathians are doubted in Berlin, where it is said that the result of the great mountain battle is still in doubt.

A German correspondent at the front points out that Russian advances in consequence of local victories still make their offensive movements more difficult.

CORRESPONDENT BRINGS OUT FACTS FROM THE TURBULENT DISTRICT AROUND URMIAH

Associated Press Man Makes Way to Julfa from Russian Frontier to Give First Accurate Statement of Terrible Conditions Existing in Northwestern Persia; Situation of Christians Likely to Become Even More Perilous Within Next Two Weeks; Germans Organizing Kurds.

Easter Lull Along Western Front Broken by New Form of Attack by French Forces on German Trenches.

London, Wednesday March 21 (Correspondence of the Associated Press).—An officers' casualty list for the fortnight ended yesterday shows that the British army since the beginning of the war has lost 1,841 officers killed and 3,301 wounded, while 732 have been reported missing. This is a total of 5,877.

During the fortnight in question 300 officers were killed and 468 wounded, while 27 were reported missing.

London, April 6 (5:11 p. m.)—The Havas agency at Paris has sent out the following dispatch: "An official compilation of the losses of the German officers' corps since the beginning of the war to March 15, taken from German official lists, gives a grand total of 31,376 men in killed, wounded and missing. Of these 8,925 were killed. The dead include 13 generals."

"It is the opinion of well informed observers that the situation of Christians in Urumiah probably will become more dangerous in a fortnight or so. When the rainy season comes to an end, which will be about two weeks, large movements of Kurds are expected, and wandering tribes of Kurds will pour down into the valleys to the west of Lake Urmiah, according to the traditional customs at harvest time. Already there have been collisions between Kurds and Christians at a point near Kotur, which is to the west of the river.

"It is currently reported that Turko-German emissaries have been active in robbing the Kurds. It is declared with authority in Urumiah that the German embassy at Tehran has been supplying a German resi-

dent of Urumiah with money and instructions how to use it, and a rich Urumiah landowner, Medje Sultane, has received 20,000 Turkish pounds (about \$50,000) from the Turks.

"Following the receipt of funds from the German embassy in question, started to bring the chiefs of the Kurds into some form of organization. At the same time the commander in chief of the Turkish forces opposite the Persian province of Ardebil, Ogeydel Yousha by name, was engaged in organizing Kurds and other Mussulman volunteers. Crowds of Christian refugees are at present returning from the Caucasus to their destroyed homes at Dilman (a town five miles northwest of Urumiah).

"Many Christian orphans in the Urumiah district are in need of immediate assistance. A relief committee will begin work in about a week, distributing to the needy clothing, food and money. Another committee already is at work endeavoring to get back the property of Christians from the possession of the Mussulmans. Already this committee has been successful in some cases."

These days in the Carpathians where the struggle for access to the Hungarian plains still is going on.

Unofficial Austrian news reaching London by Paris, declares that Austro-German forces in Lutsko pass are in full retreat, but all other reports from this section indicate that the opposing armies still are locked in a deadly grapple.

Russia reports fighting within the boundaries of Hungary north of Czernowitz. The Austrians are described as retreating after a stubborn fight, while on the other hand the Austrians claim to have prevented the Russians from crossing the Dniester river with the result that two battalions of Russian infantry were annihilated."

London, April 6, 11:12 a. m.)—The British steamer Northlands, with a cargo of iron ore, was sunk by a German submarine in the English channel off Beachy Head, Monday morning. Her crew of twenty-four men were picked up by the Belgian steamer Tord.

Birthe, England, April 6, (12:42 p. m.)—The trawler Agatha was sunk by a German submarine yesterday off Longstone. The crew of thirteen men were rescued by the Swedish steamer Tord.

London, April 6, (1:16 p. m.)—What has been called the Easter lull in the fighting is marked

COLORADO SENATE VOTES \$50,000 TO ADVERTISING

Denver, Colo., April 6.—The bill appropriating \$50,000 for the state board of immigration passed the senate today on second reading.

The house finally passed a bill for a constitutional amendment to the initiative and referendum law requiring that a petition have 15 per cent of the voters at the last election and one-half of one per cent from a majority of the counties.

The house finally passed the bill to consolidate the boards of control, the penitentiary, the reformatory and the insane asylum.

The house considered appropriation bills for various state institutions.

INFORMATION AGAINST DR. MASON QUASHED

Denver, Colo., April 6.—A motion to quash the information charging Dr. B. J. Mason with conspiracy to murder in connection with the death of Miss Ruth Merriweather was sustained yesterday by Judge John A. Perry in the district court. The court held the information was not drawn properly and that it should specify the manner of Miss Merriweather's death. Dr. F. W. Noble recently was acquitted of a charge of murder in connection with the same case.

INDEPENDENT LABOR PARTY IN ENGLAND DEMANDS PEACE

Norwich, England, April 6, (2:34 p. m.)—The Independent Labor party today by a vote of 254 to 9 adopted a resolution strongly condemning the action of certain members of the party who have been working to assist recruiting and at the same time speaking in public to justify the policy of the liberal government. The independent labor party is now holding its annual meeting in Norwich. Yesterday it was announced the party had accepted a resolution declaring it was the duty of labor to secure peace at the earliest possible moment.

FRESH ASSORTMENT OF OUTRAGES FROM MEXICO IN TODAY

Acting American Consul at Guadalajara Writes Friend in Santa Fe He Had to Hide on the Roof.

SIX NUNS TELL STORY OF BARBAROUS MOBS

One Enterprising Mexican General Hauled Down American Flag on Board Dealigned American.

Santa Fe, N. M., April 6.—Dr. Will Davis, acting American consul at Guadalajara, escaped imprisonment and probable execution by Carranzistas by hiding on the roof of his consulate after an assassin had locked and sealed the doors, according to private letters from Guadalajara received here. He remained there for two days during the evacuation by the Carranza forces on the arrival of Carranza.

The new loan imposed by Villa at Guadalajara, the following sums on Americans: Amparo Mining company of Philadelphia, 170,000 pesos; A. W. Geist, John H. Kipp, hardware merchants, 7,000; A. R. Downs, real estate man, 1,000. L. G. and Company, the principal French dry goods firm, has been forced to pay 220,000 pesos. Of the natives, Joaquin Cuesta, a prominent citizen, was promptly shot by the Villa forces when he refused to pay his assessment.

DR. DAVIS IS A NATIVE OF PUEBLO, COLO.

Pueblo, Colo., April 6.—Dr. Will Davis, American consul at Guadalajara, mentioned in today's dispatches as having been in danger from Carranzistas, is a native of Pueblo. Dr. Davis, last summer, was ordered to leave Mexico by the state department because of danger to Americans. The doctor returned to his home here at that time. Last fall when the Mexican situation seemed somewhat improved Dr. Davis returned to his post. He is widely known in this part of the state and has a daughter, Mrs. W. C. Carrington, residing in this city.

SPANISH NUNS DRIVEN OUT BY DRUNKEN MEXICAN MOB

New York, April 6.—Six Spanish nuns, who said they were driven from a convent near Vera Cruz by Carranza troops who besieged the convent six days and threatened their lives, reached New York today aboard the Spanish steamer Manuel Calvo from Vera Cruz and Havana.

The note, though couched in the most friendly language, denies the right of Great Britain and her allies to blockade neutral ports and reiterates the intention of the United States to insist upon its rights. It declares that to admit that right would be to assume an attitude of neutrality toward the present enemies of Great Britain which would be obviously inconsistent with the solemn obligations of this government in the present circumstances, and for Great Britain to make such a claim would be for her to abandon and set aside the principles for which she has consistently and earnestly contended in other times and circumstances.

The communication takes note of the British declaration that the enforcement of the order is left largely to the discretion of the prize courts, the customs officers and the navy and the hope is expressed that the order will not be enforced in such a way as to prevent the free transit of neutral vessels from one neutral to another through the cordon of British ships.

While the note does not ask a reply, President Wilson told callers today he expected one. The president described the American note as not being argumentative but just a statement of the understanding of the United States on the law in the case.

The president said he was awaiting further information about the case of Leon C. Thresher, drowned in the sinking of the British ship Frisia by a German submarine, before deciding on representations to Germany.

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Indiana, Ind., April 6.—All of the twenty-seven defendants, including Mayor Donn M. Roberts, in the Terre Haute election fraud case, were found guilty by a jury today. The case has been on trial in the federal court here since March 8.

Judge Anderson announced that sentence would be passed on the 2 who were found guilty and the 8 who have pleaded guilty next Monday. In the meantime he permitted all the defendants, with the exception of Alexander Aczel, alias Steele, to remain at liberty under their previous bonds. Steele has been in jail for some time unable to give bond of \$1,000 for alleged attempts to influence government witnesses.

All of the defendants, many of whom were accompanied by relatives, took the verdict calmly.

Those found guilty are: Donn M. Roberts, mayor of Terre Haute and candidate for the Democratic nomination for governor; Eli H. Redman, deceased editor of Vigo County Journal; Charles Knuckey, cemetery clerk and Roberts' messenger; Alexander Aczel, a foreigner, inspector of street paving; Arthur Gillis, undertaker; Progressive election official John E. Greene, proprietor of second-hand store; William Doyle, gambler; Peary McKay, gambler; George Sovorn, gambler; Timothy (Tim) Courtney, former pugilist, bartender; Andrew O'Brien, bartender; Joseph Strauss, liquor salesman; George Woodall, saloonkeeper; William H. O'Donnell, saloonkeeper.

"Have you an estimate of the cost of stock yards on your road?" asked Clifford Thorne, chairman of the Iowa railroad commission.

Spens replied that he had not, as the yards were mostly built before a separate accounting was kept.

Spens had testified that the free transportation of 79,000 bushels of stock in 1914 had cost the Burlington \$115,000, estimated on the regular fares. This was 7.5 per cent of the freight earnings of the traffic.

"Have you ever seen in one of those

LIFE OF A PULLMAN CONDUCTOR NO BED OF ROSES SAYS BELL

Generally in a State Bordering on Coma He Declares Due to Lack of Sleep; Get Few Tips.

NO WAY TO ESTIMATE WHAT PORTER MAKES

Unionizing Pullman Employees Witness Declares Impossible Job, Company Firing All Men Who Join.

Chicago, April 6.—Investigation of the wages and the working conditions of Pullman company conductors and porters was continued by the United States commission on industrial relations today. R. W. Bell, secretary of the Federation of Pullman Conductors and Porters, who resumed the stand, was unable to estimate the average income in tips of porters. Speaking of expenses of porters and conductors he said:

"Porters and conductors must tip the dining car waiters, or they will get the worst of it."

The salaries of conductors, ranging from \$70 to \$25, are relieved of some strain by free rooms at certain hotels, which hotels they recommend to passengers who inquire on the subject.

Bell said he was formerly a conductor, but was dismissed because of his activity in trying to unionize the employees of the company.

Commissioners John B. Lennon of Illinois, and Austin H. Garretson of Iowa were present today.

Bell, questioned by Chairman Walsh, said that the effort to unionize the employees originated among the men and not with outside agitators.

"We worked under cover as long as we could," he said, "but about as fast as the men signed up they were dismissed and the list did not grow. I and two other organizers were discharged. The men grew timid and told us they would not care to join a union until the union was strong enough to protect them."

The witness had a stack of letters from men who claimed that they had been dismissed for activity in the union.

Answering Congressman Lennon, the witness said that on almost all roads the employees are given half rates on dining cars and in eating houses, but the quantity of food depends on the good nature of the stewards on dining cars. Speaking of sleeping quarters, he said that at St. Louis they had a sort of loft with ten beds. At Kansas City there was a room with six beds.

"I did not sleep there, however," remarked Bell.

"Is a conductor's income augmented by tips?" asked Welsh.

"No; they are rare. Once in a while a passenger will buy the conductor a meal in the diner."

"Can you give the average amount that a porter earns in tips?"

"That is impossible; the only way to find out about that is to get a porter who has kept a record."

"Is the position of a conductor one to encourage a man to hope for advancement?"

"I think not; they are mostly in a state bordering on coma from lack of sleep."

Asked as to insurance of employees, Bell said:

"There are three insurance companies approved by the Pullman company. Their solicitors are permitted to go among the men and the companies deduct the premium and dues from wages."

On this subject yesterday, L. S. Hungerford, general manager of the Pullman company, denied that any Pullman official was financially interested in any of these insurance companies.

LIVE STOCK EXPENSIVE FREIGHT TO HANDLE

Chicago, April 6.—Special facilities required for transporting livestock were cited as one of the reasons for an advance in freight rates on that class of freight by Conrad E. Spens, who was cross examined today before the interstate commerce commission's hearing in the western freight rate case. Spens is freight traffic manager of the Chicago, Burlington and Quincy railroad. The roads ask an increase of three cents a hundred pounds on cattle, hogs and sheep, and five cents on horses and mules. Among the special facilities, Spens enumerated stock yards, chutes, cleaning and disinfecting and tree transportation for caretakers.

"Have you an estimate of the cost of stock yards on your road?" asked Clifford Thorne, chairman of the Iowa railroad commission.

Spens replied that he had not, as the yards were mostly built before a separate accounting was kept.

Spens had testified that the free transportation of 79,000 bushels of stock in 1914 had cost the Burlington \$115,000, estimated on the regular fares. This was 7.5 per cent of the freight earnings of the traffic.

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